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COUNTRY Soviet Zone of Germany REPORT NO. [REDACTED]

TOPIC Oranienburg Airfield

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EVALUATION [REDACTED]

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] by 1950

REFERENCES [REDACTED] 25X1A2g

PAGES 2 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

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1. Seventeen jet aircraft of type II, one jet plane of type I and eight fighters with in-line engine were parked on the northern border of the Oranienburg airfield (N 53/Z 67) which was observed from 8:30 a.m. to 3:30 p.m. Half of the type II jet planes were without paint, the others were painted green. The type I jet plane was painted light blue. None of the jet planes had any markings.

2. Description of jet planes:

Type I: Forward section of jet plane strikingly plump. Two-man crew, seats in tandem facing in opposite directions. Air exhaust at about middle of fuselage. The noise produced was much louder than that heard from the type II plane. Antenna rod on right side of fuselage, aft of cabin, slanting upward to the rear. Main landing gear retracting inward, nose wheel. Openings in the wings, probably for aircraft armament.

Type II: fuselage cigar-shaped, cabin projecting only slightly above fuselage. No wire netting before air intake. A perpendicular metallic body, possibly a partition, was about 50 cm inside the air intake. Two aircraft weapons on each side of the fuselage beside the nose wheel, no weapons or openings for such were seen at the edge of the wings. No external bomb or rocket rack were noticed; very short antenna rod aft of cabin on right side of fuselage, slanting to the rear. Rudder assembly projecting 1 to 1.5 meters above cabin. Main landing gear retracting inward into wings. A triangular landing flap on both sides of the fuselage, extended only at landings (see annex).

Fighter plane with in-line engine: single-seater low-wing monoplane, antenna mast aft of cabin, two stores on underside of fuselage, landing gear retracting inward, retractable tail wheel, elliptical wings, red, blue and yellow propeller hubs.

3. Some of the flying planes were very closely observed from the southern end of the No. runway. At 8:30 a.m. a type I plane did acrobatics at an altitude of about 2,000 meters. Nine type II jet planes were towed to the runway by tractors.

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about 9 a.m. and each was made ready for flying by three or four men. The first plane took off for a local flight at 9:30 a.m. Two more planes took off at intervals of five seconds, assembled in a close formation and then made extensive local flights at an altitude of about 1,000 meters. These planes were followed by four more planes also taking off at five-second intervals and circling the airfield three times in groups of two. The planes landed individually about 1,000 meters apart. **These exercises** continued until 3 p.m. a type I plane also took off several times with extended landing gear for local flights. Sometimes this type plane was occupied only by the pilot, sometimes it had a two-man crew. This was observed from a distance of 150 meters when the crews were exchanged after the landing. About noon four type II planes took off at intervals of about six seconds, leaving the airfield in a very close formation with distances of about 10 meters from plane to plane and heading north at an altitude of 500 meters. After about 40 minutes the formation returned and **the planes landed individually at distances of about 1,000 meters.** Two planes took off about 1:30 p.m., headed north and returned after about 40 minutes.

4. The type I and II jet planes needed about half the length of the runway for their take-offs while the length of the runway was hardly adequate for the landings. The speed of the type II plane was estimated at from 900 to 1,000 km/ph, since another fighter which was aloft at the same time and whose speed was certainly not under 400 km/ph seemed to stand still in comparison with the jet plane. At the take-offs of the jet planes it was observed that as soon as the jet engine picked up full speed the plane suddenly shot off, gaining speed very rapidly.
5. At the take-off of a type II plane it was observed that the craft developed a thick black smoke trail which was not noticed at the other take-offs. The smoke disappeared after a minute due to a strong S.W. wind. Although the utilization of a booster rocket was assumed, no attachment device was seen.
6. The runway for the jet planes had recently been marked in the following way: The two ends of the runway were distinguished by two fabric-covered red hemispheres about 1 meter in diameter, whereas white hemispheres of the same type were set up along the sides. Two white flags 1 meter square each indicated the direction for the gliding approach.
7. A radio truck and two tank trucks were noticed at the take-off point during the flying activities. No other radio or radar set was seen although source walked round the entire airfield at a distance of 100 meters from its boundaries. The type I plane was refueled after flying three or four circles over the airfield.
8. During the period of observation a fighter plane with in-line engine and red propeller hub took off four times, each time doing acrobatics for about 45 minutes at an altitude of 2,000 meters. Three flights of three twin-engine low-wing monoplanes fitted with in-line engines and double rudder assembly crossed the airfield at an altitude of about 1,000 meters. They approached from the southeast and headed north. About noon, a type UC-3 plane landed, approaching from the east. It had a 30 to 40-cm wide white stripe on the flexible part of the rudder assembly.

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9. The boxes previously reported were still stored near the hangar and the main guardhouse on the northern border of the airfield. An open and empty freight car was pushed by a locomotive to the loading ramp about 1 p.m. The airfield spur track was rusty. Tank truck T3-03-47 was seen several times going to or coming from the airfield. Trucks T3-04-83, E 5-36-58 and B 7-86-33 loaded with officers went from the field to the quarters after flying was over.

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a. The report confirms the occupation by jet aircraft of the Granienburg airfield. According to previous information the airfield is occupied by a fighter regiment previously equipped with Yak-3s but recently re-equipped with swept-back jet aircraft. The shipping away of Yak-3s was not noticed. The jet plane called type I is very probably being used for the retraining of pilots. Of importance is the observation that the second man of the crew faces rearward. This statement requires confirmation.

b. The most essential feature of the description of the swept-back jet aircraft is the remark about the two flaps at the end of the fuselage which are opened at landings. The flaps are also conspicuous on the photographs attached to a previous report*. The purpose of these flaps is not known. The extending of these flaps possibly has a brake effect. The remainder of the descriptive data is in agreement with previous information. The perpendicular partition of the air intake was also confirmed by another source.

c. The data on the observed flying confirms the following previous observations:
The aircraft are towed by tractors from the hangars to the take-off point;
the maximum flight endurance is at least 45 minutes;
the take-off ground run is about 1,000 meters, the landing distance from 1,200 to 1,300 meters.
This is the first time that it has been observed that at take-offs the plane does not begin to taxi before the jet engine has picked up its maximum speed. This is only possible by applying the landing gear brakes until the craft has reached its maximum take-off performance. This procedure leads to a reduction of the take-off ground run.

d. The reported motor vehicle numbers are assigned to units of the III Pz Corps.

1 Annex: 1 sketch on ditto, Jet aircraft observed at the Granienburg airfield.

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